

NORTHERN VIRGINIA Modelers

NEWSLETTER

April 2026



Special-Feb-1st Place-Mike Snider



Special-Mar-1st-Walter Schlueter

On 11 March 2026, the Northern Virginia (NOVA) IPMS Club conducted its monthly meeting at Fairfax High School. Attendance was 55+. It was nice getting back together, after February's weather cancellation. Also, it was the first meeting under the new guidance of no vending and not entering the school until 6:30 PM, per the Fairfax High School staff request. The NOVA Club board appreciates everyone's understanding and cooperation. We are hoping the vending posture will change in the future. We are exploring ways we can introduce exchanges of kits that won't violate the school's policy.

We were treated again by Vince Mankowski as the main meeting presentation. Vince shared some great and valuable tips on various techniques. Thanks for sharing, Vince!!!

Next month (April 18) is our annual Club-hosted Model Classic 2026. Volunteers are needed for this exciting event! Please consider helping us make this year's event the best ever!

There were many wonderful contest entries. That said, damage was done on a model due to inadvertent contact. We strongly recommend that one not touch or reach over any kit to prevent damage. Folks work very hard on their builds and transporting them is risky enough. When viewing a

kit it is recommended that you look at in the front of the presentation. For interactive displays, please ask permission before touching. If the unthinkable happens and you damage someone's kit, please do not try to repair it. Seek out the owner.

One more thing relative to the contests. Please take the extra time to legibly fill out ballots and cards as it is getting more difficult to tally the results, due to poor handwriting. Also, please ensure you are writing down the proper number with the proper category. If we can't read the ballot or if one writes down the wrong number or category, that ballot is rejected. A little extra care will solidify the integrity of the voting and will ease the task of counting the votes. Please understand that the contest managers invest their time in the contest and sacrifice by not being able to participate/review the main presentations. Your extra care in this area is most appreciated.

On a final note, someone may have misunderstood some of the free kits that were offered at the meeting. **By mistake, someone walked off with three 1:72 aircraft kits that belonged to Jim Fitzgibbons.** If that is you, please let us know and return them. Thank you.



Chapter Officers

President: Scott Bricker
Vice President: Haagen Klaus
Treasurer: Jon Etherton
Secretary/Historian: Dale Hutchinson
Chapter Contact: Tom Henderson

Chapter Volunteers

Contest Coordinator: Mike Monsivaiz
Webmaster: Mark Stevens
Newsletter Editor: Paul Meaney
Raffle Coordinator: Mike Howe
Program Coordinator: Scott Bricker
 Haagen Klaus
Make & Take Coordinator: Paul Meaney

Upcoming Events

4 April 2026
MosquitoCon
 Wayne PAL
 1 PAL Drive
 Wayne, NJ 07470
<http://www.njipms.org/>

18 April 2026
IPMS Northern Virginia Model Classic 2026
 Fairfax High School
 3501 Lion Run
 Fairfax VA 22030

25 April 2026
Spring Swap Meet hosted by Erie Scale Modelers
 St. Paul's Lutheran Church
 3108 Sterrettania Rd
 Erie, PA 16506

22 August 2026
2026 Virginia ShootOut
 Salem Civic Center
 1001 Roanoke Blvd
 Salem, VA 24153
<https://rvipms.com/>

April 1 - Meeting Program and Contest Special

Program: Jerry Lawson
 Vaccum Forming in Scale Modeling

Contest Special: April Showers/Stuck in the Mud
 Build anything that is overall weathered.

May 6 - Meeting Program and Contest Special

Program: Alexander Tratensek
 Modeling the Berlin Airlift

Contest Special: Special -Ops - Build anything that is used for Special Ops




2026 IPMS/USA National Convention
 August 5-8, 2026
 Grand Wayne Convention Center
 120 W. Jefferson Blvd.
 Fort Wayne, Indiana 46802
<https://ipmsnationals.org/>

Visit the club website at www.novaipms.org and join the club Google group at <https://groups.google.com/forum/#!forum/northernvirginiamodelers>
 Both locations will allow you to access the monthly Contest/Program Schedule as well as information about IPMS Northern Virginia Modelers.
 We're also on Facebook
<https://www.facebook.com/pages/Northern-Virginia-IPMS>

NO.VA MODEL SHOWCASE & CONTEST WINNERS



March 2026 Acft-1st-Khumar Abbas-02



March 2026 Acft-1st-Mike Monsivaiz-02



March 2026 CivVeh-1st-Chris Bowie-05



March 2026 Figures-1st-Darren Riggs-04



March 2026 Figures-2nd-Merrick 03



March 2026 Misc-1st-Kang Lee-01



March 2026 Mar-CivVeh-2nd-Dave Vaughan-07



March 2026 Master-1st-Scott Bricker-06

NO.VA MODEL SHOWCASE & CONTEST WINNERS



March 2026 Mecha-1st-Michael Cabarra-03



March 2026 Mecha-2nd-David Tyson-03



March 2026 OOB-Jim Fitzbibbon-02



March 2026 SciFi-1st-Bryan Nylande-04



March 2026 Ships-1st-Mike Snider-02



March 2026 Special-2nd-Jim Rotramel-04



March 2026 Special-Feb-1st-Mike Snider-03



March 2026 Special-Mar-1st-Walter Schlueter-03

NO.VA MODEL SHOWCASE & CONTEST WINNERS



March 2026 Special-Mar-2nd-Charles Locke-03



IA-7 by Jim Fitzgibbon-02



Helldiver-03



IMG_5832



IMG_5828



P-51D by Khumar Abbas-02



IMG_5847

NO.VA MODEL SHOWCASE & CONTEST WINNERS



A-Wing-05



B-2-04



Defiant-02



Desert-Diorama-04



Diorama-06



F-111EM by Walter Schlueter-02



F-16 DJ by Walter Schlueter-04



F2Y-Sea Dart -03



Best of Show -Mike Monsivaiz-01



Best of Show -Mike Monsivaiz-03



Best of Show -Mike Monsivaiz-05

Lublin R-XIII ter/hydro



Mike Monsivaiz (L) & Club President Scott Bricker (R)

About the Lublin R-XIII ter/hydro

The Lublin R-XIII was the Polish army cooperation plane (observation and liaison plane), designed in the early-1930s in the Plage i Laśkiewicz factory in Lublin. It was the main army cooperation plane in the Invasion of Poland. Its variant Lublin R-XIV was a military trainer aircraft.

In 1931, one R-XIV was tested on floats, as a seaplane. Since tests came out well, the Polish Navy designated it R-XIII bis/hydro and ordered the next three (nos. 700-703). In 1933, the Navy ordered 10 R-XIII ter/hydro, which was a seaplane variant of R-XIIIID (nos. 704-713). Finally, in 1934 the Navy bought 6 R-XIIIIG seaplanes, differing in details from a previous variant - among others, a metal propeller (nos. 714-720). They were delivered by April 1935. All variants could also be easily converted to wheeled landing gear.

Mixed construction (steel and wood) monoplane, conventional in layout, with braced high wings, canvas and plywood covered (front part of fuselage was metal covered). Conventional fixed landing gear, with a tailskid. Crew of two, sitting in tandem in an open cockpit, with twin controls. The observer had a 7.92 mm Vickers machine gun on a ring mounting (rarely, 2 machine guns).[3] A 9-cylinder air-cooled radial engine Wright Whirlwind J-5 (produced in Poland) with 162 kW (220 hp) nominal power and 176 kW (240 hp) take-off power (on 22 aircraft R-XIIIIF, 250 kW (340 hp) engine Skoda G-1620A Mors-I). Two-blade wooden or metal propeller. Fuel tank 200 liters in the fuselage, could be dropped in case of fire emergency (R-XIV - 135 liter tank).

Text & Photos Sources : Wikipedia, https://naval-aviation.com/ww2/poland/Lublin_R-XIII.php



Long range touring variant of Lublin R-XIII Dr



Lublin Rxiii



Lublin RXIIIIs takingOff



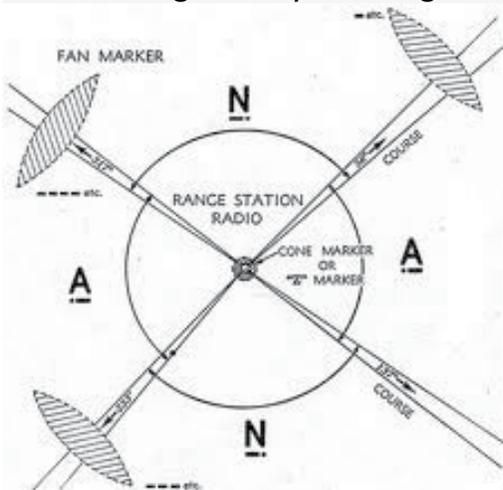
R.XIII ter Hydro



The Double-Jeopardy Check Ride ©

A while back, pilot training classmate Brock Jackson from “56M” at Webb reminded me by email, of how we learned to use the T-bird’s old AN/ARN-6 low-frequency radio to navigate.

This Bendix radio set dated back to before WWII. It could be used in several modes that we had to learn. The first, the even-then-about-to-be-retired, archaic, “flying the beam” of the Adcock radio range system. The four radio beams of this system were the basis of aviation’s earliest weather or “blind” navigation by radio signals



and was the origin of a popular old phrase, that if something was correct it was “...on the beam”.

By comparison to today’s electronics, the old four-beam Adcock “range” was about as modern as the inscriptions on Egyptian tombs. But it worked.

The ARN-6 also had an automatic direction finding (ADF) radio compass mode, in which a cockpit needle would usually point to the ground station. (Read Richard Bach’s book, “**Stranger to the Ground**”, for a lot more on this!)

The ADF always needed interpretation and with a very large grain of salt ...but it worked as well.



We also had to learn to manipulate that needle (and the loop antenna to which it was slaved) in a manual mode, with the left/right switch seen in the upper

right hand corner of the next illustration. In the T-33, the ADF's loop antenna was under the black plastic cover in the nose. While turning the left-right switch back and forth the pilot listened for and tracked NO signal; that is, a silence or LACK of radio sound. That was the "Aural Null".



The tuning crank at the bottom gave the low-frequency ARN-6 radio compass its "coffee grinder" nickname.

In the T-bird, the ARN-6 control panel was in front of the control stick in both cockpits, way down at about ankle level.

Manually finding one's way with an ARN-6 had aspects of a one-man band to simultaneously fly a jet airplane on instruments AND operate the radio.

With that as background: just before our class graduated and with our training records already closed out, I was suddenly told to report for another check ride. It seems I'd been picked to fly a single instrument flight sortie with an evaluator pilot from "higher headquarters" at Flying Training Air Force Headquarters.

Air Training Command had received complaints from the rest of the Air

Force about poor instrument flying proficiency of new pilot graduates they were receiving. ATC passed this hot potato down to FlyTAF ("Flying Training Air Force") who sent an investigating inquisitor down to our training base to find any shortcomings in training.

No one ever mentioned how my name happened to be picked to be the guinea pig to fly with this guy. It may really have been at random, but since I was graduating pretty high overall AND had done very well flying the Krazy Klocks in my instrument training, I suspect "Horky" got to the top of the list by surreptitious means.

In other words, I was a "ringer".

To me, it didn't seem a good way to take a sample, but then, I wasn't asked....

But my classmates were certainly glad it was me, and not them!

In any event, the fickle finger of fate had pointed directly at me, and I was trotted out as Webb's example of their instrument pilot product. But it meant another check ride after having completed all the requirements for my wingsbut not yet actually having them. I called it "Double Jeopardy"!

Meeting my inquisitor at the appointed time and place (base operations), he seemed pleasant enough. He even tried to put me at ease, as inspectors always do. "Don't worry", and "I'm here to help", etc. ("Don't worry": that's the signal to start worrying!)

And then I flew with the guy, and he seemed very satisfied with my flight. I didn't screw up, and it went very well, in fact. In fact, I think I impressed him, because when all the required maneuvers were completed he asked for something not required on check rides of even experienced, fully-rated pilots. For a neophyte like myself, sort of the flying equivalent of an Olympic diver's double-back-flip triple gainer, with extra points for degree of difficulty!

He asked me to try an RDF instrument approach. This instrument procedure dated back to the earliest days of instrument approaches, when airplanes were slow, not flying at jet speeds. And of course, this had to be done while flying on instruments "under the bag", with no peeping outside allowed.



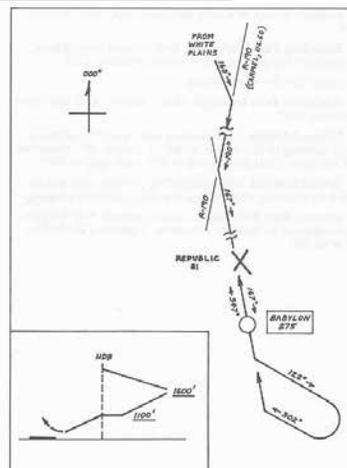
The T-33 instrument panel: note the control stick is shoved to the right so PART of the ARN-6 radio control panel (at bottom) can be seen!

Those that have done the RDF approach (aka "Aural Null") will well remember the great fun of doing what is basically an ADF (Automatic Direction Finder) approach manually.



Manually wiggling the left-right switch, moved the radio compass pointer and the radio compass loop up in the nose, the pilot listens for a "null" or ABSENCE of a signal in his headset, and thus tracks that "hole in the sound" toward or away from the station to approach. It is really sort of like a circus act, or akin to "juggling-five-sharp-knives-in-the-air-while-simultaneously-rubbing-your-belly".

To explain to those that never heard of it: an RDF approach meant first manually tracking TO the NDB (non-directional) ground radio beacon, and then AWAY from it on a specified track before making the procedure turn, then tracks back TO the NDB while descending, crossing the station again (identifying it by the **ABSENCE** of soundthe "cone of silence"

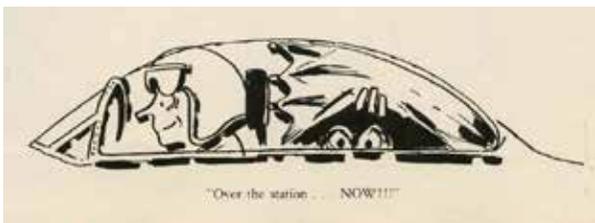


....and then tracking AWAY from the station and toward the airfield, all while descending to minimum altitude to “low cone” (cone of silence over the station), and then track AWAY from Low Cone to fly a low approach, ALL while still



One of my classmates REALLY had trouble with these approaches: hence the legend on a cartoon in our 56M classbook:
**‘Congratulations, Cummings:
You finally hit low cone!’**

... working the left-right antenna pointer switch, the volume control, etc. of that ARN-6 control (down in front of the control stick between the ankles), working the throttle, gear and flap handles, completing the landing check list, making radio calls (simulated on intercom to the check pilot in the front seat); **AND** keeping the airplane right side up. Without peeking outside!



When my check ride was over, that couple of extra hours were logged in the T-bird’s DD 781 flight record. Since my student records were already closed out, the evaluator was even kind enough to certify a signed “extract”

copy to take to my next base. He said the time could be recorded there.

But this flight had happened before our official graduation, and so was in a limbo between student and rated pilot status. When I got to my next base, Pope AFB in North Carolina, the squadron Form 5 clerk didn’t know what to do with that one extra flight: student time: “....not in my bailiwick”.

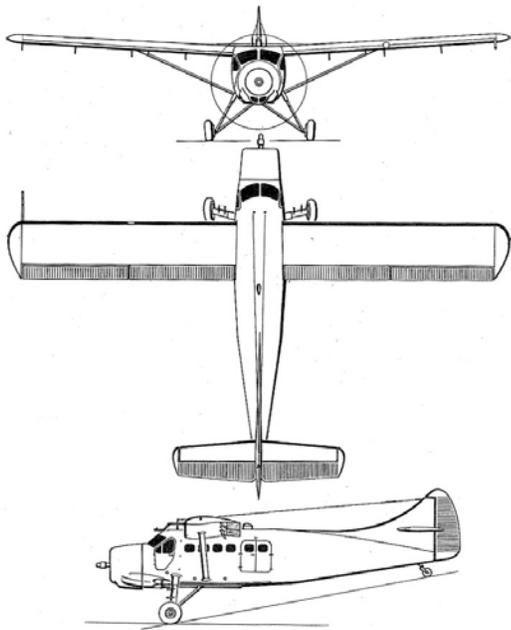
So, he took the easy way out and did nothing; assuming (correctly) that a newbie like me would likely not press the issue. In the process, he conveniently “lost” the extract, likely into the round file next to his desk. He was right: I was too green to press the issue. The flight never was recorded.

Twelve years later under totally different circumstances, I DID receive another DD 781 “extract” for a flight in a U.S. Army U-1. That one didn’t get lost.



It was a much less official flight than that T-bird check ridetotally UN-official, in fact. Things being how they were in ‘nam during the Tet Offensive period of 1968, I had quite literally “thumbed” a ride from Bien Hoa back to Cu Chi. (ANY airplane was by far the safest way to travel in Vietnam at the time.) The U-1 which had already taxied

out: I really DID stick out my thumb hitchhiker style to get their attention. Thus, I was not listed on ANY crew list, orders, or even passenger manifest.



After we were airborne ...just the two pilots, both warrants, and myself in that rather large conveyance the Army had bought from DeHavilland of Canadathe pilot noticed the wings on my fatigues so we started talking about flying, what I'd flown before, etc.

Then, by no more authority than those wings on my fatigues, the friendly Army Warrant Officer aircraft commander first asked if I'd like to fly the Otter, and when he was satisfied that I could keep it right side up, asked if I'd like to land it!

When we got to Cu Chi he even gave me an "extract" copy of the DD 781! Thus, my Form 5 today records that on March 11th, 1968, I flew 1.7 hours of combat time with one landing, in the Army's big U-1G, aka the DHC-3!

(To get to Bien Hoa from Chu Chi I had first hitchhiked on a USAF O-1 FAC

combat sortie, because while my DUTY was as a Tactical Airlift Liaison Officer) attached to and living with the 25th Infantry Division at Cu Chi, I was ASSIGNED to a FAC unit at Bien Hoa. The denizens of the AF personnel office at Bien Hoa giving me a hard time over the phone about my PCS orders "back to the world" had prompted the face to face meeting. No problem this time: my CAR-15 submachine gun must have gotten their attention. It's another of my "shaggy dog" stories, also written up in my e-Journal.)

My official, "extra" T-33 flight in Texas in the spring of 1956 never did appear in my flight records.

On the other hand, the totally ersatz, ad hoc, and UNOFFICIAL U-1 "Otter" flight in Vietnam in 1968 DID get logged in my Form 5.

So I guess they sort of balanced out

It's now well over sixty years since that T-bird check ride, but I'm still a little peeved about being picked for a "double-jeopardy" flight, and not getting credit for it!

Fred Horky



Youtube video demo of Adcock range:

<https://www.youtube.com/watch?v=p-VqtNY8vpw>

HAGUE'S CORNER

Three well known aircraft that I never seem to complete for my collection
by Dick Hague

The first type is the Hawker Hunter! I'm going to blame Hawk model company for this one! Going way back to the early 1950's I think Hawk bet on the Supermarine Swift jet fighter being Britain's future world beating type. At the time both the Hawker Hunter and Supermarine Swift prototypes were undergoing test flights and airshow appearances and WWII was still firmly in the public's memory. While the sleek Spitfire fighter seemed to epitomize what a prop driven fighter should look like the Hawker Hurricane looked like something from pre-WWII with its fabric covered fuselage and somewhat dumpy looks.

Forgotten was how well it performed when used properly but the Swift just seemed to carry on the Spitfires good looks. Hawker went through a few jet prototypes before hitting the winner's circle with the Hunter going on to be mass produced and put in service with many other countries while the Swift barely equipped a couple of Royal Air Force squadrons and had a very undistinguished performance in any role it undertook.

Several other kit companies came out with Hurricanes over the next few decades but I didn't acquire any until I bought several excellent Revell Hurricane kits a few years back. In spite of several trips to the modeling desk, not much progress has been made towards making this very handsome jet! Why, I don't know so I'm blaming Hawk Model Company for getting me off to a bad start!

Next up is the extremely popular Russian Mig 21. In addition to the Revell kit pictured there are at least ten high quality Fujimi Mig 21 variants on the shelves in the model room that are totally untouched! The closest I've ever come to completing one was the 'battle damaged' version put out by IMC. I don't remember what it was now but something made me 'very mad' about that kit and it was terminated! Visitors are sometimes surprised that I don't have any Mig 21's in the collection but I guess that it just doesn't interest me that much for some reason!

Now the type that I find that is inexcusable not being in my collection! That is the Martin B-26



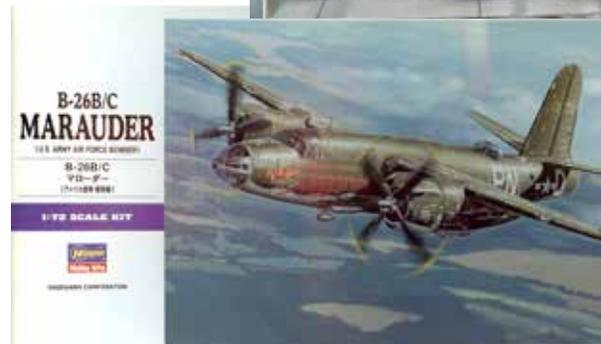
'Marauder' and it checks several boxes in my collection quest! Several of those boxes are that it is a WWII aircraft, an American aircraft and was widely used in all theaters of the war. I also have seen the nose of the most famous of all B-26's, the famous 'Flak Bait' at the NASM. It is not for lack of kits as I started one of these, an Aurora B-26, sometime in the fall of 1954 and I was really into completing those Aurora series with that 'Famous Fighters' art on the box. The last time I remember touching a well along example was when I went 'AWOL' from a boarding school and in the short period of time that I was home before getting transported back and put on some weekend detentions. While that worked to get me out of that school in January of 1955 I have no memory of that kit after that!

After moving to our current home I bought the excellent 1/48 scale Monogram B-26 kit. While that kit was well along I decided to just build 1/72 size aircraft, assuming I could find what I wanted in that scale. I gave that model to a much younger modeling friend and the 'curse' must have transferred with that kit as he died before finishing it!

A kit in one of the 'easy assembly snap together' models also came out from Monogram around that same time and while not exactly the scale I wanted it was close enough but didn't scream at me to finish it and I didn't! And then in 2006 came the magnificent 1/72 scale Hasegawa kit of the B-26 and I have several in the 'ready stash' along with pre-cut paint masks, aftermarket decals with some including risqué nose art, and pre-painted etch detail sets.

And what has been done with these beautiful B-26 kits? I washed the parts and cut some of those off of the molding sprues afterwards and then put everything back in their boxes.

So what is wrong with me????????????????????



Martin B-26 'Little Pink Panties'





Staffordshire Moorlands Model Club

Joint Meeting

February 28, 2026

John "Prof" Lingwood



Dr. Who - Weeping Angel

Tamiya 1/35 - Gulaschkanone



Hobby Boss – 1/72 A-7 Corsair II OOB



S-3A Viking – 1/72 OOB



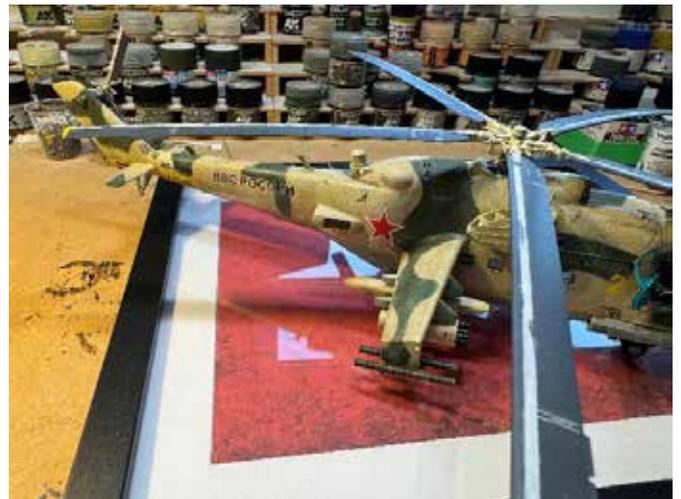


James and Cheryl



Asoka - WIP

MiL 24 - Hind



HS -123 - ESCI 1/48



Mandalorian



Thunderbird 3 – 1/350 UIP



Dave Cope



The Fireflash – 1/350 UIP



Fiat G.55 - Pacific Coast Models 1/32





Karen Cope

Jason and
The Argonauts



IPMS USA MEMBERSHIP APPLICATION



International Plastic Modelers' Society/USA Membership Application / Renewal Form

New Renewal IPMS#: _____

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

Junior (17 years or younger)	<input type="checkbox"/> \$17.00	Date of Birth _____
Adult One year	<input type="checkbox"/> \$30.00	
Two years	<input type="checkbox"/> \$58.00	
Three years	<input type="checkbox"/> \$86.00	
Canada & Mexico	<input type="checkbox"/> \$35.00	
Foreign <small>Surface</small>	<input type="checkbox"/> \$38.00	
Family	<input type="checkbox"/> Adult fee + \$5.00	
	# of cards? ____	

Your Signature: _____

If recommended by an IPMS member, please provide his/her:

Name: _____ IPMS #: _____

PAYMENT OPTIONS:

Cash Amount: _____

Check Check #: _____ Amount: _____

Where did you hear about IPMS/USA? Please check all that apply:

- | | |
|---|--|
| <input type="checkbox"/> Local model club | <input type="checkbox"/> Internet search |
| <input type="checkbox"/> Friend | <input type="checkbox"/> IPMS web site |
| <input type="checkbox"/> Ad in IPMS Journal | <input type="checkbox"/> I'm a former member rejoining |
| <input type="checkbox"/> Facebook | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Ad in other magazine | |

Applications should be printed and mailed to:

IPMS/USA

PO Box 45235

Omaha NE 68145-0235

2026 MODEL CLASSIC AMERICA

NORTHERN VIRGINIA



www.novaipms.org/model-classic



United States Semiquincentennial



\$10 Adult (18+) walk in | \$15 Family w/kids under 18
Contestants \$15 (Unlimited Entries)
Juniors (17 & under w/paid adult) (Free)
Active Duty Military with ID (Free)
Award Sponsorships: \$30 Category | \$50 Class
Vendor Tables \$40 per table

Saturday April 18, 2026
9AM - 4PM
Fairfax High School
3501 Lion Run
Fairfax, VA 22030

FOR MORE INFORMATION:
Tom Henderson - tomhenderson51@verizon.net
15491 Wheatfield Rd, Woodbridge, VA 22193
703-680-9354

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